Nor’by East, Summer 1974

Casco Bay Island Development Association

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EDITORIAL:

It has been learned through authoritative sources that Portland Harbor has been moved from eighth position to twentieth in the federal priority listing for installation of a VTS system of radar traffic control. The reason cited is the safety record of the Harbor in few spills and practically no loss of life.

It is also known that prominent public and business groups are on record as believing that with the probability of increased harbor traffic in the near future, prevention of collisions both with Casco Bay Lines heavy passenger traffic, and the tanker and fishing boat traffic is increasingly essential. The milestone oil conveyance law was upheld and funds are mounting for clean-up operation. Public issue on radar for CBL is appropriate but constitutes only part of the action.

This paper's editorial position is that both industry and the public unite to influence agencies and business interests to jointly fund the installation of a VTS system in Portland Harbor immediately and before the necessity is highlighted by either a major disaster involving loss of life, or further major oil spills damaging the environment. Groups of individuals wishing to unite in such an effort may contact Nor'by East as a means of communication and mobilization. Box 66, Peaks Island.

Underneath this placid scene of Hussey Sound lies the menacing Soldier's Ledge site of the largest oil spill to date in Portland Harbor- the Tamano.

PETER L. MURRAY

A MAN OF ACTION

is PETER L. MURRAY

Living on Great Diamond Island while serving a legal internship in a Portland law firm (Pierce, Atwood, Scribner et al) was the spark that ignited attorney Peter L. Murray's love for Casco Bay. This was in 1966 that island life make an impact on the future of the Murray family.

In 1970 Peter purchased some former government property on Cushing Island and founded the group of young family investors who have now "colonized" the idle brick buildings into beautiful homes.

The next most important event was founding his own law firm with two partners in 1973. The offices in a restored century old building at 30 Exchange street speak to the success of this venture. (E. Stephen Murray and Peter S. Plumb are partners.)
Believing wholly in the welfare of island residents, and the importance of effective representation, Peter Murray demonstrated both tact and persistence in his probings.

Born in Bethlehem, Penn., Peter grew up in Wilburham, Mass. and is a graduate of Harvard University and Law School. He Majored in German as an undergraduate and enjoys as a pastime keeping up with German literature. He was admitted to the Massachusetts and Maine Bars, and first served as law clerk to Honorable Edward T. Gignoux, United States District Judge. He was associated with the Pierce Atwood firm, first as an intern then a partner for a year and a half, and served as executive secretary for the Maine Judicial Council; and Special Council to the OEO Commission on CRLA.

Active in community affairs, Peter is a trustee of the Home for Aged Women, and past president of Greater Portland Landmarks.

He is married to the former Anita Jones and they have two children, Peter, 5, and Anne 3.

COMBAT FIGHTS FOR EXISTENCE

The consumer organization known throughout Maine as COMBAT has run out of funds as the Model Cities programs grind to a halt.

This Nadar-like organization effectively lead by Sam barouche has made a significant contribution to the consumer movement and deserves support.

Chief attorney Howard Reban, who has represented the Island Citizens Association in the CBL rate hearings, has been prominently identified with Combat in maily public interest issues. His future in Maine is closely aligned to the survival of this consumer group, which is currently conducting a fund raising drive. Further information about Combat may be obtained by calling the headquarters at 772-3710.

BENEFIT SALE FOR CWC

Citizens Who Care will hold a Garage Sale on July 27 at 11 A.M. at Norton’s on Long Island. Please come and buy, also bring something to sell.

Our organization is in need of funds. If you have a large article or many small ones and you need help in delivering them to us, please call 766-2219 or 790-4522. We need your support.

CBIDA ATTORNEY FILES BRIEF WITH PUC

Conclusion:
It is submitted that based upon the foregoing analysis there is no emergency that requires an immediate order of this Commission without the benefit of the full record or adequate briefing and careful study. Almost all of the revenue deficiency that can fairly be predicted in 1974 and which should fairly be allocated to the CBL rate payers will be satisfied by the rate increases of the tours and charters. It is suggested that the small remaining revenue shortfall does not justify the extraordinary measure of an interim emergency rate relief order. Even if it did, such rate relief can and should be properly restricted to permitting the ferry and freight revenue increases in the amount sought by CBL. The sensitive and complicated subject of passenger revenue increases is much better left to be determined in connection with the application for a permanent increase in rates upon the full record and after further opportunity for briefing and study.

We would seriously doubt the need for any permanent rate increase based upon the foregoing analysis. Certainly, we believe that it has been amply demonstrated that the predictions and projections of CBL management and Mr. Stillman for temporary “emergency” as well as permanent rates are wildly erroneous and not based upon sound and proper utility accounting principles. In fact, CBL is a lot healthier than it would like the world to believe.

Dated: June 27, 1974
Respectfully submitted,
Peter L. Murray
Attorney for Intervenor
Casco Bay Island Development Association

Funds for CBIDA Attorney
As indicated elsewhere in this paper attorney Peter Murray took on the challenging job of representing island residents as an intervener in the CBL rate hearings. While he was working for everybody, he was directly responsible to the officers of CBIDA who asked him to represent the organization. He was not guaranteed any particular stipend and it certainly was not predictable that the hearings would go on for six days.

CBIDA has paid him a retainer from general funds made up chiefly from membership dues. Other central organizations have also been invited to contribute and several have responded already. Contributions from the membership or any other interested individual will be welcome and should be sent to Winthrop K. Deane, Peaks Island, treasurer of CBIDA. All funds will be forwarded to Peter Murray with appreciation for his excellent services.

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Megathlin proposed that implementation of open space recommendations would complete the chain. Both landfill and water reclamation must be investigated in order to fully mesh land and water characteristics in selected open space areas.

Noting that Commercial Street contains numerous problems, both Don Megathlin and George Notter recommended that considerable effort was necessary to make Commercial Street "work" properly. Megathlin, in more general terms, stated that all modes of transportation on Commercial Street - rail, cars, trucks and pedestrians - must be accommodated more efficiently. Channelization for rubber-tired vehicles is mandatory while the rail trackage must remain not only because of its function but also due to the special aesthetic character it lends to Commercial Street. Pedestrian traffic, as shown by the slides viewed by the Chamber, experiences many hazards both in crossing Commercial Street as well as in dodging trucks and rail cars on the sidewalks themselves, according to Megathlin. Pedestrian corridors, both across and along Commercial Street, must be improved. George Notter demonstrated specific design alternatives for providing pedestrian linkages approaching Commercial Street and on the street itself. Using the rail line as the center line of the vehicular roadway, selective widening of sidewalks could not only facilitate vehicular channelization but would also provide for increased pedestrian access and better off-street loading.

With regard to the water side of Commercial Street, both Megathlin and Notter strongly recommended the retention of the finger piers in the waterfront. This proposal is based upon protection from wind and sea provided by the piers, the abundance of berthing space permitted by finger piers, the increased accessibility to the water edge from land areas, and the general aesthetic desirability of finger piers by residential and business uses. This recommendation was supported by the Urban Land Institute in its annual conference in Houston, Texas on April 29th.

Mr. Megathlin concluded the presentation by stating that more work was underway to refine and update the plans and that meetings would be held with all interested groups in the next few months in order that full community input can be obtained.
A PROFILE OF LONG ISLAND

By Charlotte Gibbens

Hussey Sound which separates Peaks Island from Long Island is renowned for the presence of the now famous Soldiers Ledge which brought disaster in World War II to the battle ship Missouri and ripped a huge hole in the tanker Titan on July 22, 1972, releasing a tremendous oil spill in Casco Bay.

The name Long well describes this 912 acre, three mile long island which is no more than one mile wide at best. It was first settled in 1640 by John Sears of Massachusetts who sold it to the famous Captain John Smith. Hostile Indians occupied it and permanent settlement did not take place until Col. Ezekiel Cushing captured the island and established a successful farm in the 18th century. Descendants of Col. Cushing still live here.

During the 19th and early 20th century Long Island was a thriving vacation spot. There were three hotels and facilities for thousands of people to come for clam bakes and outings. Many summer cottages were built.

In World War I observation towers and a searchlight station were built to watch for enemy submarines. Remains are still visible.

The U. S. Navy in World War II took almost 300 acres and established a fuel base to service the North Atlantic Fleet. Underground oil storage tanks with a 600,000 barrel capacity were put in, 30 major buildings, personnel dwellings and fueling piers were built. The installation was a complete city in itself and thousands of G. I.'s came to the island. To make way for this project many homes, the Dirigo House Hotel and the grammar school later went into bankruptcy before plans for a huge tank farm were implemented. At present the underground tanks are used for storing heating oil. The future of the facility is at present uncertain.

Paul S. Stevens, President
Little Diamond Island Association

About 1920 the Little Diamond Island Association was formed to acquire the remaining properties from Maine Coast Realty. These included most beaches, intertidal areas, all walks, roads, unsold lots and a parcel near the ferry landing called Cogwoesco Park. The Association also purchased the public building adjacent to the now State owned ferry landing on Shell Island. This building, long known as the Casino, serves as the focal point for the social activities of the summer residents. A community supper - The Saturday Night Supper - has been held there every summer Saturday since the turn of the century. Other summer activities housed there include food sales, movies, receptions and meetings of the Island Association. The Island is governed by four officers and board of seven directors.

The current summer population is about 110. Only rarely are there more than 70 in residence at any one time. The shallow depth of water and sewer lines prohibit their year round use, thus restricting the western end to summer residents.

The Island is entirely privately owned. Roads, walks and buildings are owned by the Association. The City of Portland provides only garbage and rubbish pickup during the summer season. Utilities serving the Island are the Portland Water District, Central Maine Power Co., New England Telephone and the Casco Bay Lines. The U. S. Mail carrier serves the island for the period from 4th of July to Labor Day.

Little Diamond Island is a tranquil retreat far removed from the mainland in spirit, yet only twenty minutes boat ride from the largest city in the State. The unique character of the 19th Century summer colony has been well preserved for today's residents.

(Continued on Page 5)
LONG ISLAND PROFILE CONT.

Year-round population is 135. During the summer this increases to 800-1000. Long Island is part of the City of Portland which provides one policeman all year and two during the summer; a three-man highway crew which cares for the 15 miles of roads and the dump; a voluntary fire department and a school from kindergarten through the sixth grade. The school house was built by the U.S. Navy in World War II to replace the one destroyed in the fuel base area. After sixth grade the children go by Casco Bay Lines to Portland to junior and senior high schools.

There are about 245 dwellings on the island. The Evergreen United Methodist Church welcomes all people all year. St. Mary's Star of the Sea Roman Catholic Chapel has services during the late spring, summer and fall. The two churches unite several times a year and work together in a real ecumenical movement.

The island is fortunate to have postmaster James Coolibith who was a hospital corpsman in the Navy. He comes quickly in any emergency and can decide whether a sick or injured person should be sent to Portland. If necessary a call is made to the Fire Department Headquarters and the fire boat is soon on its way. Within an hour the patient is in the hospital carried by an ambulance waiting at the pier in Portland.

Clarke's store is an old family institution and supplies all basic food needs and many other items as cigarettes, beer, wine, and household necessities. The Spar is an attractive small restaurant near the pier open from late spring through the fall. Taxi service is available all year.

The Long Island Civic Association is the organization of property owners which works to protect and preserve the island. It tries to find solutions to such problems as rubbish disposal, abandoned old cars, road safety, unsatisfactory boat schedules and things of vital importance to island welfare.

The VFW maintains an active post and auxiliary. Their hall is the center for many island functions: weekly movies in summer; large meetings, fairs, dances, suppers, weddings and other receptions throughout the year.

The Ladies Auxiliary of the Volunteer Fire Department in addition to standing by with coffee and food in case of a bad fire also works for community services.

The Ivy Class of the Evergreen United Methodist Church maintains Ivy Hall which is available for suppers, small meetings and parties of all kinds.

The Island Craft Shop and the library supplied by the Portland Public Library are open 11 A.M. to 4 P.M. Monday through Friday during the summer. During the rest of the year the library service is maintained in a private home.

Long Island's rocky shores are punctuated by some of the finest beaches in Maine. The State Department of Parks and Recreation owns beautiful South Beach which is available for all people. King Resources allows public use of Fowler's Beach.

A number of year-round residents, as always, are lobstermen but some commute to positions in Portland. A few work for King Resources.

Community spirit is strong but the close proximity to Portland, the industrialization of part of the island, the pressure of population and consequent demand for second homes away from the urban chaos all bring an awareness that the island can never again be as independent and insular as in the "good old days".

A VIRTUAL SCHEDULE

One of the service improvements CBIDA has asked for both directly with CBL and at the PUC hearings is PRINTED annual billfold sized schedules arranged vertically.

Borrowing from the Tourist publication which prints it this way one can see how much easier the schedule is to figure out. We'll keep at it trying to get this very inexpensive convenience.

Meantime, readers may wish to clip this out and use it for the summer.

The Ivy Class of the Evergreen United Methodist Church maintains Ivy Hall which is available for suppers, small meetings and parties of all kinds.

LONG ISLAND PROFILE CONT.

- Chebeague Island 846-4381
- Boat Service
- "All types of backhoe work: cellar, septic tank leaching, bed, ditch or a road."
A DREAM THAT'S COMING TRUE

Did you ever hear of an area restoration program being started by ruining a wife's kitchen with experimental candle making? Well this is one of the humorous factors behind the birth of the Old Port Exchange, on Portland's waterfront.

As Henry "Hank" Willette tells it, he was working for the Portland Planning Board as a landscape architect when he took a leave of absence for a tour of Germany. Impressed by what the Germans had done with old buildings somewhat similar to the structures then empty on Exchange and Fore Streets (and technically condemned for demolition,) Hank started plying up some of this property a bargain prices. He was the first person to move into the area with his restoration talents, and he needed money.

He was still working for the City and spent his evenings and week-ends on his dream project.

Henry is a native of South Portland and a graduate of Penn State with a degree in Landscape Architecture.

Always interested in candles but knowing nothing about their manufacture, he joined up with Millard Spencer, then chief chemist at S. D. Warren. It was Spencer's wife who ordered them out of her kitchen which was dribbled with wax works. So they sought other quarters for their trials and errors and eventually the Candle Shop became a reality on Exchange Street. It was a profitable business until a setback occurred in a 1972 fire destroying many valuable molds.

But this was steadily recouped and now a sizable factory on Fore Street is the site of a nation-wide wholesale business of truly distinguished candles with outlets across the country. The W. Spencer Company has long been a part of the atmosphere and history of the Old Port Exchange. It was the W. Spencer Co. who in the days when East Indiamen, Majestic clippers and American architecture were razed in the "Great Fire of 1866", much of the Georgian and Greek Revival period architecture remained and have been brought to life again under the inspired hands of Yankee craftsmen.

Some of them failed but a few of the original group remain and others have followed.

The businesses have organized in an Old Port Exchange Association with some 40 members. The businesses have organized in an Old Port Exchange Association with some 40 members. The Old Port Exchange is the best place to browse for the unusual, and the best place to find exotic food in graceful atmospheres.

The area turn-around from 1966 to the present is almost unbelievable. Much of the credit goes to the shops who ventured into the area where they could get cheap rent, says Hank.

(Continued on Page 9)
*View of beautiful Portland Harbor
*Extra lot on shore across from Hotel
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SEPTIC TANKS

As of May 2 Jackson & Casey Plumbing and Heating Corp. Evergreen Ave., Peaks Is. are equipped to service your needs as necessary, to care for your Septic Tank or Cesspool cleaning, as we have purchased the equipment formerly owned by Douglas Norwood. This purchase also included heavy equipment necessary for any land excavating or leveling, whether bulldozing or backfilling. 766-2817 - 766-4408

If you tell a man there are 300 billion stars in the universe, he'll believe you. But if you tell him a bench has just been painted, he has to touch it to be sure.

Cushings's Island is the southernmost island in Casco Bay and is approximately 240 acres. Thirty-five families have residences, consisting primarily of summer dwellings. The Cushings Island Association is comprised of all residents, and at least two representatives of the organization is present on the island at all times. The land of the island is owned by residents or held in common by residents, and part of the island is also reserved as a natural preserve. There are no commercial or public services. The Island residents maintain a boat service to the mainland, along with one service vehicle and a fire engine of the voluntary fire department. These are the only transportation on the Island. Residences are frequently offered for rent and occasionally for sale; information may be obtained through the Cushings Island Association, Box 777, Portland, Maine.

THE QUIET ONE

CBIDA TO HOLD HOME BEAUTIFUL SALE AT 5TH MAINE BUILDING-AUGUST 17

With a number of Association members and others who are consolidating households in moves to islands for year round living, it is expected that an unusual amount of quality household goods will be donated to CBIDA.

The sale planned on August 17th will be something different. Items will be arranged on a room by room basis - everything for the kitchen in one section, dining room, bedroom, living room etc.

The all day and evening event will feature not only sale items but a snack bar and entertainment in the historic Fifth Maine.

Plan to attend, and please save your items including good used clothes, for this event. Donated items will be collected if donor has no other way of getting them to the sale. For further information call 776-2553.

PEOPLE CAN BE divided into three groups: those who make things happen, those who watch things happen, and those who wonder what happened.

JOHN W. NEWBERN
CASCO BAY ISLAND RESIDENTS– DO YOU HAVE A SOLID WASTE PROBLEM?

IN THE SPRING ISSUE OF "NEWSLETTER" A NEW BUSINESS, "FINESTKIND EXCAVATORS" E.P.D. BASED ON CLIFF ISLAND, ANNOUNCED THEIR DISTRIBUTORSHIP OF "THE ANSWER". A WASTE TREATMENT UNIT, ORIGINATED BY NAYADIO SCIENCES IN PENNSYLVANIA. THIS UNIT SERVICES MARINAS, TIDE WATER RETREATS, APARTMENTS, COMPLEXES OR SINGLE FAMILY DWELLINGS.

AS OF MAY 1, 1974, JACKSON & CASEY PLUMBING & HEATING CORPORATION, LOCATED ON PEAKS ISLAND, ARE NOW DEALERS FOR THIS UNIT, AND IF YOU ARE HAVING WASTE TREATMENT OR SEWAGE PROBLEMS, OR ARE IN DOUBT AS TO WHAT THE LAWS ARE, AND HOW THEY APPLY TO YOU THE HOME OWNER, AS RELATED TO ISLAND DWELLINGS, PLEASE CONTACT THE FOLLOWING, FOR DISCUSSION OF YOUR INDIVIDUAL NEEDS, AND A FREE ESTIMATE OF INSTALLATION OF SUCH A PROPOSED UNIT.

Ben O'Reilly Jr. (Cliff Island) 766-4463
Roger Berle (Cliff Island) 766-2827
Jackson & Casey (Peaks Island) 766-2817

YOU ARE INVITED TO JOIN The C B I D A Help Shape The Future For Our Cherished Islands

Single $3.00
Couples $5.00
Box 66 Peaks Island

(Continued From Page 6)

"We were all looked upon as a bunch of dreamers but we knew in our hearts it would go well even if we couldn't put it in dollars and cents," says Hank. City officials, with the exception of the Planning Board directors, shook their heads. Banks refused mortgages. But now even Greater Portland Landmarks have moved into the area and Bill Roverts is Executive Director. Property values have of course, escalated and the destroyer ball is thankfully idle.

Nothing breeds success like success; and OPE is definitely an example of practical dreamers and private enterprise with no government handouts.

For the treat of your life, visit and browse in the Old Port Exchange.

PARADE VANGUARD

Leading all the rest in Portland's Memorial Day parade was 91-year-old Brig. Gen. C. Eugene Fogg, U.S. Army Reserve, ret., parade grand marshal. Fogg, surgeon on a navy transport in World War I and Army surgeon in the Pacific in World War II, refused to ride in Monday's parade, making the entire march on foot.

Dr. Fogg and his wife Lyn, are long time summer residents of Peaks Island.
"PEAKS ISLAND-AS IT WAS"
A 50 page "Memory tour of Peaks Island as it was in it's Heyday-when it was the Belle of the Bay". Portions of the text published in 1962 by Mrs Katherine W. Stewart. Also included is a short history of the settlement of the Portland-Casco Bay area, history of the Fifth Maine Regiment building and 20 copies of old photographs of the era. $5.00 per copy ($4.76 plus .24 tax) plus 25% per copy for postage and handling.

Seaside Shop
F. O. Box 35
Peaks Island, Maine 04108
Enclosed is $ for copies of
Peaks Island-As It Was.
Mail to:

SECOND DIRIGO BALL ANNOUNCED
The second biennial Dirigo Ball will be given on Saturday, August 24th at Norton's Recreation Hall on Long Island. The gala costume soiree will be able to accomodate 350 guests, Al Bergman, chairman of the affair, said. Tickets will be $7.50 this year. The theme is "Show Boat" and participants must dress in costume or evening wear. Music will again be provided by "The Family Affair".

"If this is as successful as it was two years ago", Al Bergman commented, "our major difficulty will be in turning people away." Prizes will be given for a costume as well as table decorations. Door prizes will be awarded every twenty minutes. A midnight supper will crown the evening.

SIGN IN A FACTORY supervisor's office: Caution —be sure brain is engaged before putting mouth in gear.

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Rock killed the classics? Hardly. In fact it trained a generation to listen to music. Now they're expanding their horizons.
LANDMARKS PLANS GALA CUSHINGS ISLAND TRIP

A gala tour of Cushing's Island will be included in greater Portland Landmarks fund-raising event July 19-20 in honor of John Calvin Stevens I, F.A.I.A., who originally planned the island as a summer colony in the late 19th century and designed many of the imposing shingle-style "cottages" there.

Landmarks has scheduled the Patrons' Day Cushing's Island boat trip for Friday, July 19th, leaving the Maine State Pier in Portland at 11 a.m. and returning there by 3:30 p.m. The trip will include a festive lunch with wine at the Major Sydney W. Thaxter house and a walking tour of areas containing other houses designed by Stevens, offering a unique opportunity to enjoy a good selection of distinguished turn-of-the-century architecture and magnificent panoramas of Casco Bay.

The landscaping of the automobile-free island, with its emphasis on the use of native materials and natural settings, is also noteworthy. The famous landscape architect and designer of Central Park in New York City, Frederick Law Olmstead, collaborated with Stevens in conceiving of the basic layout for development of the island.

The Cushing's Island trip and a tour of Stevens' houses on the mainland on Saturday, July 20th have been planned to celebrate the 90th anniversary of the Portland architectural firm Stevens founded and to draw attention to the quality of the numerous buildings, commercial and governmental as well as residential, that he designed.

According to the respected architectural historian Vincent J. Scully, Jr., Stevens was a major figure in the development of the important shingle style, which has been recently revived in the work of a group of American architects practicing today.

Tickets for the Cushing's Island boat trip will cost $25 ($17.50 tax-deductible) and will include the round-trip boat ride, the lunch with wine and the tour, as well as a contribution to Landmarks, which is dedicated to preserving the architectural heritage of the greater Portland region. Reservations should be made in advance by contacting the Landmarks office, Station A, Box 4197, Portland, Maine, 04101; phone 774-5561.

The Saturday tour, to be held 10 a.m. to 4 p.m., will include the shingle-style C.A. Brown Cottage (1886-87) at 9 Delano Park, Cape Elizabeth, which is discussed in detail in Scully's book The Shingle Style and in the history of Portland and its architecture distributed by Landmarks. The other houses to be open are all in Portland. They are: the J.H. Davis House (1883), Queen Anne/Shingle Style, 62 Bowdoin Street; the E.H. Daveis House (1890) Romanesque, 6 Bowdoin Street; the J.B. Brown Row (1906) transitional, 117-131 Neal Street (one of the houses in the row will be open); and the John Calvin Stevens House (1918) late shingle style, 174 Cragle Street.

Tickets for Saturday's tour are available in advance from Landmarks' office or at individual houses on the day of the tour, and will cost $2.50. Punch and cookies will be served at each of the houses.

Available during and after the tour will be a professional-quality booklet describing the career of John Calvin Stevens I and his place in architectural history.

AFS STUDENTS VISITING BAY ISLANDS

At the time of this writing 33 foreign students who have spent their junior year in an American home in some other part of the country, are about to arrive.

22 island homes on Cushing's, Long, Little Diamond and Peaks are serving as host families.

A full report of this event will be presented in the Fall issue of Nor'by East.